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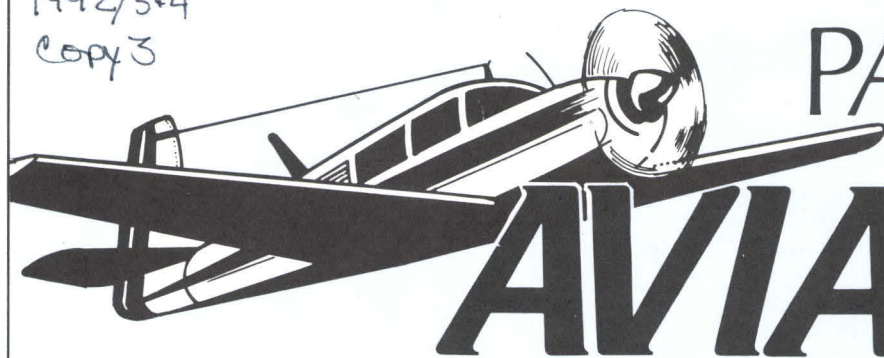
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STATE DOCUMENTS



Volume 44, Number 2

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March/April, 1992

Richland-Lexington Airport District Sues Environmental Protection Agency

The Richland-Lexington Airport District, operator of the Columbia Metropolitan airport, filed suit recently against the U.S. Environmental Protection Agency over environmental damage done to undeveloped airport property by the EPA's contractors.

The lawsuit results from the discovery that materials contaminated with DDT and other pesticides were placed unprotected on the Columbia Metropolitan Air-

port property without the airport's knowledge or consent, said Robert Waddle, executive director of the airport. This placement of contaminated soil was part of a 1989 EPA Superfund cleanup of a site near airport property.

"When we discovered this problem," said Waddle, "we took immediate steps to correct it. We contacted the EPA, informed them of the conditions and demanded that they take immediate action.

"It appears that some efforts to that end have been undertaken," Waddle said. "However, those efforts — such that they were — have been limited to the site itself. We believe the impact of the contractor's actions extends beyond the site itself, and are going to require some degree of remediation. The aim of this action is to insure that those responsible for the action are responsible for its cleanup as well."

The lawsuit filed in district court March 12, named as parties Westinghouse Remediation Services, which was hired by the EPA to clean up the contamination; Atlas Properties, owner of the now defunct Carolina Chemicals, Inc., which polluted the site through its operations, and James T. Wilds, Jr., the individual who controls Atlas Properties.

The original source of the pollution was the airport's former neighbor, Carolina Chemicals, Inc., according to the lawsuit. Carolina Chemicals sold pesticides for crop dusting from 1949 to 1990, and received shipments of materials by rail at its plant near the airport.

The EPA determined that residue from the company's operations contaminated the seven-acre site next to the airport, and named

Operation Rain Check Seminar Offered to All Pilots

According to Richard Allen, if every pilot knew as much about air traffic control operations as they ought to the air would be a safer place to travel.

Allen, the FAA Air Traffic Manager for Columbia Tower, has announced a special seminar "Operation Rain Check" sponsored by the FAA Columbia ATC June 13, from 9 a.m. to 5 p.m. at Lexington Hall on the Midlands Tech Campus.

The "Operation Rain Check" seminar will offer general aviation pilots a chance to learn about the Air Traffic Control System

from those professionals who operate them. "Operation Rain Checks" have been offered in the past by the Greer ATC Tower.

If needed, additional space will be provided at the Carolina Room of the Columbia Metropolitan Airport. However, seating will be limited.

"Operation Rain Check" discussions will include the following topics: Nation's Airspace, Radar Services, Navigational Aids, Flight Plan Processing, plus all the many facets of air traffic control.

See Page 6, Operation Rain

See Page 6, EPA



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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From the Directors Desk

Make Your Voice Heard

And life goes on, or so the story goes. In aviation that means we return to give it one more push, one more effort. We focus on the daily tasks, the list that never seems to end; fixing the windsock, trying to stop that small oil leak, trying to find funds for the next big project. And the beat goes on. We look at the activities in Washington as something detached; crazy people doing crazy things; things that don't involve us.

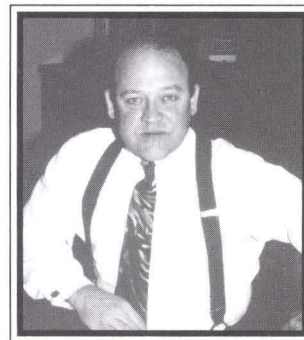
Stop! It's not that simple. Those crazy people are us, or at least they are a reflection of us. Remember, it's a government by the people. That means they do what we say. But how do they do that when we sit mute? If we expect our legislators to do what we want them to, we must communicate our wishes, and now is a perfect time.

As many of you know, the Airport Improvement Program comes due for reauthorization in September. In aviation, this is our lifeblood.

This single act gives the Federal

dollars we need so badly to modernize and maintain our airports.

Yet, if we don't express our views to our Congressmen, how will they know that we want them to approve the reauthorization.



John Park

men. Tell them that you want the AIP, you need it, and you expect them to act favorably on it.

Let them know you are interested in this program and hold them accountable to voice your opinion in Washington.

Let them hear you right now.

John Park

This spring, do something different. Write each of your Congress-

Don't miss Doolittle's 50th Anniversary

The 50th anniversary of Jimmy Doolittle Raiders' Air strike on Japan will be celebrated this month in Columbia.

★ Raiders arrive in Columbia April 15;

★ Autograph & book signing by C.V. Glines and Stan Cohen who wrote historical books on the Raiders, Columbia Marriott April 16 from 9:30 -11:30 a.m., 2:30 -4:30 p.m.;

★ Jimmy Doolittle Ball at Carolina Coliseum \$30, April 17 call 777-6586 for tickets;

★ Ceremony at State Museum with dedication of restored B-25 Bomber "Skunkie" 11 a.m. April 18;

★ Six restored B-25's will be on display at Jimmy Doolittle Flight Facility at Columbia Metro Airport April 16 to 18;

★ Raiders depart April 19.

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At a recent SCAA board meeting, Wayne Corley (c) talks about plans for the 1992 SC Airports Conference.

SC Aviation Association Makes Plans for Future

The S.C. Aviation Association has filed a flight plan and it includes you!

SCAA is a newly-formed organization which works to enhance aviation in S.C., provide a forum for aviation officials, FBO's, 135 Operators, aviation consultants and pilots, and assist aviation and airports.

So, if you're a private pilot or a corporate aviation consultant, this association may be for you.

One of the main events SCAA

is handling is the Annual SC Airports Conference which is slated for Columbia in mid-November. In addition, the group is sponsoring aviation scholarships and in the future will sponsor workshops and seminars on aviation interests.

If you're interested in joining SCAA, call SCAA president Frank Anderson at (803) 596-3670.

Or send your \$25 dues to SCAA PO Box 280426, Columbia, SC 29228.

Woodward Field, Corporate Airport & Sumter Airport Awarded Grants from SCAC

Woodward Field in Camden, Corporate Airport in Pelion and the Sumter County Airport received funding for improvement projects at the State Aeronautics Commission meeting in Columbia.

The State Aeronautics Commission held their regular monthly meetings in January and February and approved more than \$194,000 for airport projects.

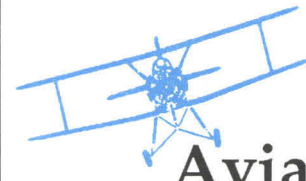
When completed, the projects will generate more than a half million dollars when combined with local and federal funding.

Commission Chairman Jim Hamilton announced the state allocations:

◆ **Woodward Field** -- \$9,609 to rehabilitate runway and remark runway 6/24. This airport improvement project was funded with 5 percent state funds, and 90 percent federal funds;

◆ **Corporate Airport in Pelion** -- \$9,000 to assist in preparation of land acquisition for terminal expansion and parallel taxiway. This project is funded with 6 percent state, 25 percent local and 69 percent federal sources.

◆ **Sumter County Airport** -- \$175,000 for expanding and renovating their airport terminal building. This project is funded with 50 percent local and state funds.



Aviation Calendar

April 5-11

Sun 'N Fun Fly-In
Lakeland, FL

April 12

Breakfast Club
Dorchester County Airport
Summerville

April 16

B-25 "The Yellow Rose"
Confederate Air Force
Cornerstone Aviation
Greenville Downtown

April 17

Doolittle Raiders
Anniversary
Doolittle Ball
Carolina Coliseum

April 18

Doolittle Ceremony &
B-25 Fly-Over
State Museum

April 26

Breakfast Club
Spartanburg Downtown

May 2-3

Florence May Fly '92
Patty Wagstaff Airshows
Florence Regional Airport

May 9

Open House
Thunderbirds
Shaw AFB
Sumter

May 10

Breakfast Club
Sumter County Airport

May 15-17

EAA Chapter 242 Fly-in
Columbia-Owens Field

May 17

Breakfast Club
Columbia-Owens Field

May 24

Breakfast Club
Twin Lakes Airport
Graniteville

June 7

Breakfast Club
Woodward Field
Camden



Airport Execs Southeast Chapter

Leaders in the aviation and airport industry learned Columbia was the place to be when the Southeast Chapter of the American Association of Airport Executives held their conference here recently.

The Ninth Annual Conference of the Southeast chapter of AAAE was held at the Sheraton Hotel and Convention Center March 22-24 with the Columbia Metropolitan Airport acting as host airport.

The conference was filled with ample opportunity to meet, mingle and converse on the latest issues dealing with aviation and airports in the southeastern United States.

Attendees were greeted with a barber shop quartet serenading them to their seats on the first day of the conference. Bob Waddle, executive director of Columbia Metropolitan Airport kicked off the session with Virginia Grose, chairman of the Richland-Lexington Airport Commission 'giving the official welcome.

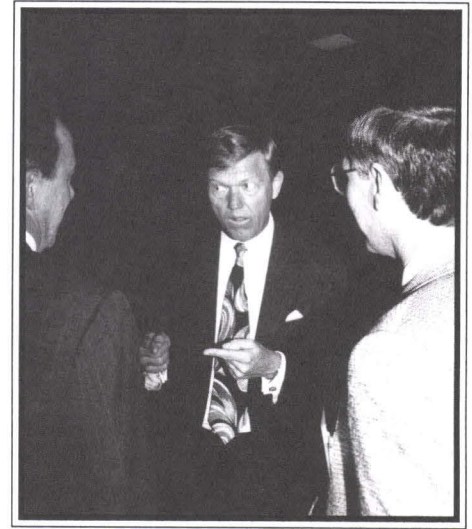
One highlight of the conference was Dr. Barry Asmus, a senior economist with the National Center for Policy Analysis. Asmus kept the conference attendees laughing as he talked of the latest trends in economics, politics and demographics. His unique approach to mixing complicated statistics with

urbane similarities kept the session entertaining while being informative.

Asmus discussed marginal tax rates as they relate to economic activity and the economic recovery of the U.S. He had many suggestions but one worth mentioning was his suggestion to lower the capital gains tax which was raised in 1986 during the Reagan administration. Asmus told the audience of about 150 that Japan and Germany do not have capital gains taxes and therefore more economic growth than the U.S.

Asmus' solutions to the nation's ills were evident as he led the conference attendees to his summations on the nation's stagnated economic growth. Among his suggestions: Cut capital gains taxes, roll back the Social Securities Trust Fund, expand Individual Retirement Accounts to make them accessible and easily attainable for the middle income, and hold government spending down to a minimum. His 'Think Tank Approach' to problem solving held the attendees' attentions while providing a forum to expose new trends and nagging aviation industry problems.

Asmus also touched on Congressional term limits, the global



Dr. Barry Asmus of National Center for Policy Analysis makes a point following his key note address.

economy, privatization of airports and air traffic control and line item veto power for the president.

He concluded his two-hour presentation with a moving oration he wrote for the Bicentennial of the Statue of Liberty which focused on freedom and liberty as keys to a better way of life and economic growth.

Other sessions highlighted during the program were Airport Food/Beverage and Car Rental Concession Issues, Operating a Successful Tour Program, and Parking Revenue Control.

While most airport executives were being informed on the most current trends in aviation, their spouses were being tossed about down the Saluda River in canoes. Spouses had an exciting time on the river followed by a "dry" lunch at the Gardendale Club.

One evening's entertainment featured a Jungle Reception and Safari Buffet at Riverbanks Zoo. Attendees were given pith helmets and dined inside the Aquarium and Reptile Complex.



Ed Parrish (l) and Glenn Lott of The LPA Group talk to Bob Waddle of Columbia Metropolitan Airport before their sponsored luncheon.

Confers & Canoes in Columbia

Other sessions highlighted include Rose Anne Tortora, an Airline Securities Analyst with County NatWest Securities in New York. Speaking at one of the business luncheons Tortora was frank and very forthcoming with her ideas and opinions about where the airline industry once was and where it is today. Deregulation in the airline industry has opened the eyes and minds of all concerned and it can no longer just be business as usual.

"Airline deregulation," said Tortora, "is like throwing a teenager out of the house." She added the time has come for survival and all airlines and airports must put their own interests first. Airlines are at a crossroads in their history and they are trying to figure out which way this world is going to turn. "Right now the playing field is uneven and some airlines are being insulated from paying their debts and continuing very aggressively for business. Competition, noted Tortora, will increase and

you can either fight it or get behind it. The time is now to fight for what you have and those that want to take it away from you.

"Effective immediately everyone will have fewer friends in the audience," said Tortora. With the reality of fewer players in the airline industry and the recent economic hardships Tortora urged all to keep costs lean and mean as if every year could be a recession.

Lastly, Tortora suggested that everyone learn a foreign language. Barriers to foreign countries are falling down and the United States can prosper from this globalization of travel. Overall, Tortora concurred with the Keynote speaker Dr. Barry Asmus, a Senior Economist, who encouraged everyone to fine tune their businesses and squeeze out the inefficiencies.

One session dealt with "When an Airplane Crashes." This session focused on what steps airports need to take before and after a crisis situation.

Another controversial issue discussed was Passenger Facility Charges (PFCs). On hand to explain in detail the scope and requirements for PFCs was Sam Austin, chief of FAA's Southern Region Airports District Office, and a principle contributor to the PFC legislation.

Briefly, any airport that wants the authority to impose or use a PFC must submit an application to the FAA. A PFC can range from one to three dollars depending on how much revenue a particular airport is attempting to raise for high priority projects that have been approved by the FAA.

Currently, there are close to one hundred airports applying for a PFC.

The FAA, according to Sam Austin, is hoping that the minimal assessment to passengers will not



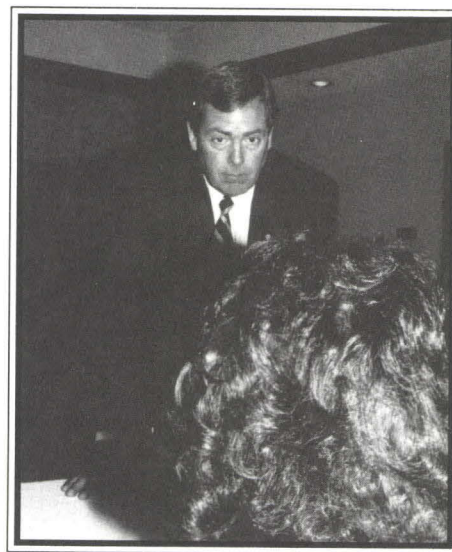
Rose Anne Tortora spoke candidly on the condition of the airline industry.

only give airports the necessary resources to improve or construct significant projects, but more importantly make traveling for the passenger more efficient.

Overall, attendees of the Southeast Chapter of AAAE found Columbia a welcome respite to hold their entertaining and informative annual conference.



"General Aviation Airport Issues" was the topic of a session led by Joe Frasher of Greenville Downtown Airport and Linda Bruce of American Association of Airport Executives.



Rudolph Shackelford of the Raleigh-Durham Airport Authority answers a question during a session on "When an airplane Crashes."

Columbia Metro files suit against EPA

Continued from Page 1

that area an EPA Superfund site in 1989.

In September 1989, the EPA hired Westinghouse Remediation Services to clean up the site. That process began the following month; the actual removal of the materials was completed by the end of November 1989.

It was during this removal process that Westinghouse dumped the hazardous materials on the airport's property, according to the lawsuit. Westinghouse, under close supervision of the EPA, excavated large amounts of contaminated soil from the Carolina Chemicals site. This material was then placed in a large stockpile on a remote piece of the property in preparation for removal from the

site. However, more than half the pile was deposited on the airport's property without the airport's knowledge or consent; it remained there until June 1990, the lawsuit says. During that time, the cover that Westinghouse placed on the stockpile blew off, leaving the stockpile exposed for three months and allowing materials to spread across adjacent areas of the airport's property, according to the lawsuit.

Throughout this period, airport officials were never told about the stockpile, which was finally discovered by an airport employee in February 1990. At that point, airport officials took immediate steps to identify the extent and source of the pollution, as well as to

monitor the site. They brought in their consultants at Sirrine Environmental, who conducted extensive tests. DHEC was aware of the situation, and concerns about this matter were expressed to the EPA.

Airport officials notified the EPA in March 1990 of the potential pollution problem created under the EPA's supervision. Since then, the EPA has not advised the airport of what steps it has taken to rectify the situation on the airport's land, Waddle said.

The lawsuit seeks to recover the costs of clean up, remediation and monitoring of the airport property which may be necessary in the future.

Operation Rain Check

Continued from Page 1

S.C. Automated Flight Service will be there to discuss flight service station functions.

According to the Air Traffic Manager, "This is one step toward helping to make the airways a safer place to operate for the pilot with limited training experience. If we can show these pilots what goes on in the air around them and what is being done on the ground to help them, everyone benefits.

It should make flying easier and safer for the pilots and improve their overall traffic control service."

Allen also added, "Military and airline pilots enjoy comprehensive training programs which provide them with advantages not usually available to the general aviation pilot who has to buy whatever training he receives.

The program will provide an opportunity to see the whole picture of the airspace and the instrument flight environment."

Woodward Field Announces Changes

Runway Changes at Woodward Field

Have you flown to Woodward field lately?

The main Runway 6/24 is now 5,000 ft. with a parallel taxiway. In addition, lights have been installed on the runway and taxiway with appropriate signage and runway end identifier lights are now on both ends. PLASI landing aids have also been installed on both ends which make a very useful and safe runway.

Runway 14/32 has been repainted to reflect the change from 13/31. These runway number changes were made to adjust the magnetic declination.

All approaches are using a 34 to 1 clear zone clearance making the runway safe for corporate aircraft.

New FBO at Camden

Camden Aviation, Inc. has begun fixed base operations at the Kershaw County Airport — Woodward Field.

The new FBO is managed by Nancy C. Faubel and Elmer F. Dillow, Jr. Also, Camden Aviation has employed Brad Seacat, a two-year veteran of the Kershaw County Airport.

Camden Aviation is committed to enhancing general aviation at Woodward Field with a special emphasis on prompt and courteous pilot service.

Camden Aviation is striving to be the best FBO in the area and will maintain a staff of three on weekends. In addition, the FBO offers aircraft rental of two and four place aircraft, hangar and tie-down service. Rental cars and catering are also available upon request.

FYI From the FAA

Have You Got That Rhythm?

It's more than just a daily clock; it includes flight safety

Body functions are controlled by internal "biological clocks." While the mechanisms of these clocks are largely unknown, their effects are familiar to everyone. Waking, sleeping, eating, and elimination of wastes are regular everyday human experiences. Most people also note daily periods of alertness and periods of dullness. Such periods are normal and are related to

"Resetting your biological clock takes place at the rate of about one hour per day for each time zone crossed."

swings of 1 to 2 degrees in body temperature. People are most alert when the body temperature is highest and least alert when the body temperature is at its low point.

For people who sleep at night and work in the daytime, their body's low temperature occurs about 3 to 5 o'clock in the morning. At this time such people are most prone to errors. Studies of airline pilots confirm that performance failures and human error accidents are most likely to occur early in the morning.

High speed, long-range aircraft are now commonplace in the general aviation fleet. Crews on such aircraft can be subjected to rapid time zone displacement when traveling in easterly or westerly directions.

"Jet lag," or desynchronosis, means that travelers' body functions remain on home time and, therefore, do not occur at the same times as do those of residents at the destination. Thus, for example, the traveler gets sleepy or hungry at inappropriate times.

If the traveler stays at the destination long enough, the biological clock

will gradually become reset to the new time. This resetting, or entrainment, takes place at the rate of about 1 hour per day for each time zone crossed.

Thus, if a California pilot flies to New York (three time zones) about three days will be required to functionally adjust to Eastern Time. The same readjustment time will be needed by a New York pilot flying to California, though less difficulty will be encountered adjusting to Pacific Time than to Eastern Time. This is because it is easier to stretch the day (east to west flight) than it is to compress the day (west to east flight).

However, in either case the pilot may find it necessary to fly at a time of "circadian low" and should be aware that error-proness is greatest at that time.

Strict adherence to the practice of using printed checklists is the main insurance against error. Two heads are better than one. The checklist should be used with one pilot reading the items and the other checking the items; only clearly spoken responses should be accepted. Pilots flying alone should read and respond aloud to all checklist items.

Pilots who will not be at the destination long enough to adapt to local time should remain on home time as far as their activities are concerned. In extreme cases this could mean daytime sleep and breakfast at night; but it will, to some extent, prevent fatigue resulting from insomnia.

People experiencing jet lag can force themselves to carry out activities such as going to meetings, shopping, etc., but they cannot force themselves to sleep when they are not sleepy. Tourists lying awake all night and then dragging themselves about sightseeing the next day is a fairly trivial problem; however, such a situation could be a significant problem for a pilot who

must be in top form for a flight. In any case, pilots should never use sedative drugs, including alcohol, in an attempt to cope with jet lag or insomnia. Likewise, use of stimulants such as amphetamines in an attempt to be "up" at the time of a circadian low period should be strictly avoided.

Pilots should also remember that drug effects can wear off in flight, leaving the pilot in a worse condition than he/she might have been otherwise.

Air travelers experiencing jet lag who are on scheduled medication should continue to take the medicine on home time, otherwise doses may be either too close together or too far apart, depending on the direction of the travel.

Departure times are most commonly selected to provide a desired arrival time.

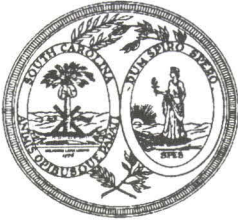
Terminal or en-route weather forecasts may have powerful influences on departure times, also. The result may be that a departure or arrival may be

"Strict adherence to the practice of using printed checklists is the main insurance against error."

scheduled at a time of circadian low when the likelihood of human error is greatest. At such times errors of confusion and forgetfulness are most common. "Forcing functions" such as checklists, warning horns, stick shakers, flags, and lights are most important in combating reduced alertness levels.

Preflight procedures should always include checks to see that these safety features are present and operating according to specifications.

Checklists are for using!!



SOUTH CAROLINA AERONAUTICS COMMISSION

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This Month...

Inside Palmetto Aviation

- Richland-Lexington Airport Commission files against EPA
- Operation Rain Check checks piloting skills
- Doolittle Raiders' 50th Anniversary comes to Columbia

...and much much more!

Wrestling with an idea

Instead of going to Judge Wapner, Stevens Aviation and Southwest Airlines took their dispute to other judges -- arm wrestling judges.

The dispute began when Stevens Aviation and Southwest wanted to use the same advertising slogan, "Plane Smart" and "Just Plane Smart."

After three months of good natured taunting, "Malice in Dallas" occurred -- an arm wrestling match with a decidedly anti-litigation bent.

At right, Southwest Airlines 61-year-old Chairman Herb Kelleher (in shorts) joked about losing the match, "If it hadn't been for my hairline wrist fracture, my cold and my athlete's feet, I would have won." But, the Titan of Tort Reform, "Killer Kurt" Herwald, chairman of Stevens Aviation defeated "Smokin' Herb" in a best two-out-of-three match.

Who lost? The lawyers of course!



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